





## Intimations.

**OXO**

Helps the Cook to cook as she should cook. There is more beef concentrated in a pound of OXO than in a pound of any other food in the world.

**OXO**

is the genuine  
LIEBIG COMPANY'S EXTRACT.

AGENTS:

**WATKINS,**  
LIMITED,  
APOTHECARIES HALL.

ERATED WATER FACTORY,

Masons Lane.

Hongkong, 7th January, 1902. [714c]

NEW VICTORIA HOTEL.

ROTISSERIE.

CHOPS, STEAKS, etc., at any time,  
between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar &amp; Farmer,

Proprietors.

Hongkong, 2nd September 1901. [958c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 1st June, 1901. [1317c]

**WILLIAM POWELL, LIMITED,**  
DRAPERS AND OUTFITTERS.

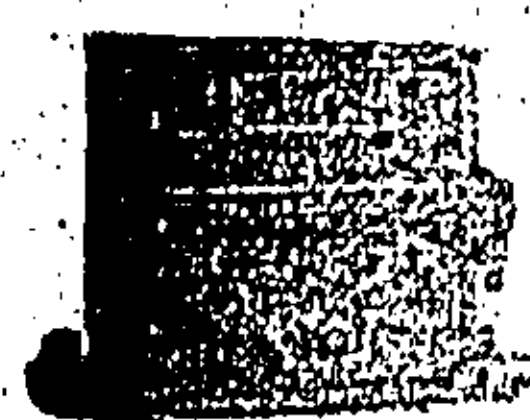
NEW GOODS.

CARPETS, RUGS MATS.

SPRING BEDS, DOWN QUILTS, HEATING AND COOKING STOVES, LADIES' AND GENTLEMEN'S GLOVES, WINTER CAPES, AND JACKETS.

Hongkong, 4th January, 1902. [955c]

BY SPECIAL APPOINTMENT

TO HIS MAJESTY  KING EDWARD VII.**BECHSTEIN**

ROYAL PIANOS.

Sole Agents: THE ROBINSON PIANO Co., Ltd.

At less cost also the WERNER and  
HAAKE Pianos.

Hongkong, 14th January, 1902. [953c]

**A. CHEE & Co.**

17A, Queen's Road, Central.  
ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspidin's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 14th Jan. 1902. [977c]

## Today's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.  
FOR MANILA.  
THE Company's New Steamship

"ZAFIRO,"  
Captain A. Ramsay, will be despatched for the above Port, on TUESDAY, the 21st instant, at Noon.  
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 15th January, 1902. [68d]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.  
NOTICE

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADAM, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX;  
ALSO

PORTS OF BRAZIL AND RIVER PLATE.  
ON MONDAY, the 27th instant, 1902,  
at 1 P.M., the Company's Steamship  
"GALEDONIE," Captain Blanc, with  
Mails, Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via BOBOMAY.

This Steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel takes on her Passengers and Mails leaving that Port on the 8th February, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 26th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPORIN,

Acting Agent.

Hongkong, 15th January, 1902. [1004c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.  
THE Steamship

"MARIA VALERIE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 15th January, 1902. [1317c]

## Today's Advertisements.

THEATRE ROYAL,  
CITY HALL.

ON  
SATURDAY, the 18th January,  
SPECIAL ENTERTAINMENT  
for the Benefit of  
MISS EMMIE SMITH,  
The Charming Ballad Vocalist and Unequaled  
COON SPECIALIST.  
Late of the Empire Comedy Company.  
SPLENDID PROGRAMME.

All the leading local Professional and Amateur  
Talent, including  
Messrs. VIGGERS, SIMMER, WARD,  
and Members of the R.E. Dramatic Club.

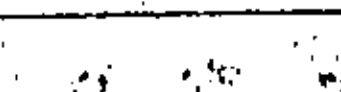
PRICES:  
Dress Circle and Front Stall ..... \$2  
Back Seats ..... 1

Soldiers and Sailors in uniform half price,  
Tickets from all Pay Sergeants.  
Plan at the ROBINSON PIANO Co., Ltd.  
Hongkong, 15th January, 1902. [69d]

HONGKONG BENEVOLENT SOCIETY.  
A GENERAL MEETING of the above  
Society will be held on WEDNESDAY,  
the 29th January, at 11.30 A.M., in the CITY  
HALL.  
The Public are invited to attend.  
B. S. GOATE,  
Hon. Secretary.

Hongkong, 15th January, 1902. [70d]

## Intimation.

  
A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify

THE ARRIVAL OF OUR NEW

SEASON'S

CONFECTIONERY,

Comprising—

Selections of the Purest and

Best Description,

FROM

The Simplest Quality to that of the

Finest and Most Recherche

Character,

Imported from the Leading

LONDON AND PARISIAN

MANUFACTURERS.

A. S. WATSON & CO., LIMITED.  
THE HONGKONG DISPENSARY

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 15, 1902.

REUTER'S TELEGRAMS.

THE SOUTH AFRICAN WAR.

BOER LOSSES.

LONDON, January 13th.  
General Bruce-Hamilton's columns have  
accounted for 103 Boers, on the Swaziland  
frontier during the last ten days.

A Boer doctor reports that the enemy's  
losses in Colonel Plumer's engagement with  
Christian Botha to the North of Amersfoort,  
Transvaal, on the 3rd and 4th instant, were  
forty-two killed and seventy-three wounded.

LATER.

PRINCE HEINRICH'S VISIT  
TO AMERICA.

The Americans are preparing a royal  
reception for Prince Heinrich, who will be the  
guest of the nation.

GERMANY'S FINANCES.

Prussian and German 3 per cent loans of  
92 and 24 millions sterling respectively have  
been concluded in Berlin to cover deficits.

## LOCAL AND GENERAL.

OUT OF 16,300 islands in the Indian Ocean  
only 370 are inhabited.

THE AMOUNT OF PROPERTY insured  
against fire in London is £910,000,000.

FORTY CABLE SHIPS are constantly at  
work relaying and repairing the world's cables.

THE BODY OF A JAPANESE FEMALE  
has been found by the divers in the forecable  
of the *Shermad*. She is supposed to have  
been a stowaway.

A GENERAL MEETING of the Hongkong  
Benevolent Society will be held on Wednesday,  
the 29th instant, at which the public are  
invited to be present.

AN AMERICAN WOMAN wears a crystal  
locket, in which she claims that one of M.  
Faderewski's tears is enshrined. She is in-  
dignant if people joke on the subject.

MR. WILLIAM OGDEN has just purchased  
180,000 acres of land in the western part of the  
State of Kansas, with the avowed object of  
making the largest "wheatfield" in the world.

AMIR ABDUR RAHMAN had a fixed pre-  
sentiment that he would die in the same year  
as Queen Victoria of England; and like so  
many presentiments of this kind among  
Orientals this has come true.

A WONDERFUL OLD LINK with the past.  
News by the last mail comes of the death of  
Captain John Lawson, aged 96, who, as an  
apprentice to George Stephenson, assisted him  
to build the first locomotive engine.

THE HONGKONG CHESS CLUB has sent a  
challenge to the Singapore Chess Club to  
play a match by cable. From the Hon.  
Treasurer's accounts, just published, we note  
that the Club now has a balance of over \$74.

FOOTBALL.—To-morrow afternoon  
on the Happy Valley, in the second round  
for the Hongkong Football Challenge Shield,  
the Rangers will play H.M.S. *Glory*. Kick-off  
at four o'clock. Sergeant Hayward will  
referee.

KNIGHTS OF THE GOLDEN EAGLE: The  
order of the Knights of the Golden Eagle has  
been successfully organized in Manila, with a  
present membership of forty-two. Twenty-one  
applications for membership will come up at  
the next meeting.

A HEAVY PRICE for a little glory "is what  
the *Sydney Bulletin* thinks of the war. Of  
137 men who went to Africa in the Second  
Contingent of Australian Bushmen, only eight  
are left fighting, 68 having been killed, and the  
rest invalided home.

A RUSSIAN SAILOR from the cruiser *Rurik*,  
lying at Nagasaki, effected an entrance into  
one of the saloons in *Oura* by breaking into  
the back of the house. The sound of falling  
glass attracted the attention of a policeman in  
the neighbourhood, and the sailor was captured.

SHANGHAI CHAMBER OF COMMERCE.—  
Owing to the resignations of Mr.  
E. A. Hewett and M. C. Michelan, it was  
decided to invite Mr. A. M. Marshall and Mr.  
A. Korff to fill the vacancies on the Committee  
of the Shanghai General Chamber of Commerce.

A CASE OF HOMICIDE caused by culpable  
negligence occurred yesterday. A little Chinese  
girl, only six years of age, was playing on  
Des Vaux Road, when a heavily laden truck,  
drawn by three coolies approached. The  
little one, not noticing her danger, did not pay  
any attention to it. We hear that one of the  
coolies said "Get out of the way," and it is  
supposed emphasized his remark by giving the  
child a cuff over the head, knocking her directly  
under the wheels of the truck, which passed  
over her little body, crushing the life out of it.  
The three truck drivers are now in custody at  
the Police Station, their case coming up for  
trial on Tuesday next.

KING EDWARD has decided not to move  
into Buckingham Palace until after Easter  
next. The alterations will be completed in  
every detail before that date. The Queen and  
Princess Victoria will go to Denmark early in  
April in order to be with the King of Den-  
mark when he celebrates his eighty-fourth  
birthday on April 10. The King and the  
Prince of Wales will divide the holidays be-  
tween Sandringham and Windsor. In the  
interval changes will be made which will trans-  
fer the private effects of the King and Queen  
to Buckingham Palace, and those of the  
Prince and Princess of Wales to Marlborough  
House. Then, at the beginning of May,  
actual occupation will commence.

MANILA IS IN NO WISE behind the times  
so far as shop-lifting is concerned, says the  
local paper. Yesterday (the 7th inst.) four rather  
decent-looking native women were arraigned  
before Judge Liddell accused of theft by the  
detective bureau. The charges were substan-  
tiated by sufficient evidence and the girls were  
sentenced as follows. Marie, who has already  
spent one year in the Carcel de Bilbid for lar-  
ceny, was given fifty dollars and four months;  
Ascension, not an old offender so far as the  
court records show, received the same fine with  
two months' less imprisonment; Theodora,  
the beauty of the bunch, smiled sweetly when  
his honor gave her only twenty-five and one.  
Then a husky hombre came up for his hearing.  
He was the husband of Ascension, and the  
evidence showed that he was guilty of receiv-  
ing the property that his wife and her associ-  
ates stole. The Judge said fifty dollars; but  
in view of the fact that Macario is out of funds  
it is very likely that he will spend a few months  
with his wife in Bilbid.

THE S.S. "NANNING" FIRED ON.  
THE "GLORY'S" CHAPLAIN WOUNDED.  
(From Our Own Correspondent.)  
CANTON, January 14th.

At about 1 p.m. on the 13th instant, while  
the s.s. *Nanning* was passing through the  
Tamsui Channel, in the Canton River delta  
she was fired on by some native soldiers, who  
had evidently just landed from three Chinese  
gunboats at a small village called Tau Lau.  
The Chaplain of H.M.S. *Glory*, who  
was a passenger by the *Nanning*,  
was shot through the left knee and the  
bullet after passing through his leg, went  
through the trousers of another passenger,  
Mr. Fabian, and lodged in his clothing without  
injuring him.

Four or five other bullets struck the *Nanning*  
and left their marks. Fortunately Dr. R. Mac-  
donald, of the Wesleyan Mission, was a  
passenger on the vessel and immediately  
attended to the wounded man. On arrival at  
Samsui the doctors of H.M. Ships *Sandpiper*  
and *Robin* came on board and examined the  
wound which was found to be through the  
flesh and had not injured the bone.

H. M. S. *Robin*, Commander Webster has  
gone to Tan Lau. The soldiers who fired the  
shots were walking about on the shore and  
seemed to be firing their rifles indiscriminately,  
but the fact that the shots which struck the  
*Nanning* were all near the same place points  
plainly to the fact that they were intended for  
and aimed at the vessel.

The s.s. *Satan*, Captain Dixon passed  
through Tam Chai Channel this morning and  
reports that the gunboats and soldiers have left  
the place and everything is quiet.

The Rev. Mr. Cowan arrived here this  
morning and is now in the Royal Naval  
Hospital.

MESSRS. COTTAM & CO. for FOOT-  
BALL BOOTS.

DANGEROUS LUNATIC AT KIEL.—A  
sensational tragedy of an unusual and terrible  
character has just occurred at Kiel, where eighty  
men and women have been stabbed in the  
streets in one night. The stabbing appears to  
have been carried out by one man, who plunged  
a knife into each of the victims in turn and  
then quickly made off. The descriptions of  
this man given by the survivors, go to show  
that only one person was concerned in the per-  
petration of this peculiarly horrible outrage.

A GENTLEMAN who has recently returned  
to London from Australia says that at the  
offices of the Eastern Cable Company at Port  
Darwin there was for several years an old  
kangaroo dog named "Charles Bradlaugh"  
because they "could never keep him out of the  
house." Most of my readers, says a writer in  
the *London Echo*, will recognise the appomen-  
clature when they recall of read about the  
great struggle of twenty years ago—a struggle,  
alas! which had much to do with the premature  
death of a man who to-day would have been  
the salvation of the Liberal Party.

THE CHANNEL TUNNEL.—It is rather  
surprising to learn that the Channel Tunnel  
Company is still in existence. A meeting of  
the shareholders was held recently, from which  
it appeared that the receipts during the year  
were £422, and after expenses had been met,  
£340 was carried to the general balance-sheet.  
The chairman was optimistic with regard to  
the tunnel. He had no doubt, he said, that  
sooner than was anticipated they would see  
the accomplishment of their scheme. Mean-  
while all that they had to do was to exercise  
patience, as they had done in past years.

THE AUSTRALIAN GOVERNMENT seems  
to be having some trouble with their new  
Customs Bill. It appears there is a clause in  
the Bill imposing a duty on stores consumed  
inside the three-mile limit, and from this no  
doubt arose the trouble with the N.D.L.  
captain, already reported by wire. From the  
Australian papers we see that the legality of  
this clause was to be tested last month by an  
action against the commander of the P. & O.  
steamer *Oceana* for an alleged breach of it.  
Presumably the Courts upheld the Govern-  
ment, or the action against the captain of the  
*Neskar* would not have been taken.

DOUBLE RICKSHAS FOR CALCUTTA.—  
The members of the Calcutta Municipal Com-  
mittee, appointed to consider the *Udca ghatis*  
question, have made up their minds definitely  
in regard to the measures which are neces-  
sary to effect an improvement in the hack-  
ney carriage services of the city. Closed  
carriages, ranking as first-class phaetons,  
will supplement the latter, which at present  
number ninety-two. One hundred rickshas  
(costing 20 to 25 dollars each) are to be im-  
ported from Singapore. These will be two-  
seated and can be pulled by one coolie. Chin-  
amen will be imported specially for the purpose  
if necessary.

LONDON POPULATION.—In 1789, the  
population of London was 442,320, and in  
1901 it has increased to 4,803,342, an increase  
of 370,122 in ten years. In the year 1800 the  
population of what is now Greater New York  
was 24,925,991, and by the year 1900 it has  
increased to 3,437,202, an increase during  
the decade of 944,611. Fifteen years ago  
London was growing at the rate of 50,000 a  
year, whereas the increase of the past  
decade averages slightly over 37,000 per year.  
As against this, we quote Traction and  
Transmission, a comparison of the census  
of the last two decades in America shows that  
Greater New York increased from 1,901,000 in  
1880 to 2,492,591 in 1890, or 31 per cent., while  
the increase of 944,611 from 1890 to 1900 was  
at the rate of 37 8/10 per cent. Assuming a  
rate of only 40 per cent. during the next ten  
years, the population in 1911 should be equal  
to that of London at the present time.

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MESSRS. COTTAM & CO. for FOOT-  
BALL BOOTS.

MESSRS. COTTAM & CO. for WARM  
DRESSING GOWN.

## HIS MAJESTY'S NAVAL YARD.

## STONE LAYING CEREMONY.

One of the most important events of recent  
times so far as the Colony of Hongkong is  
concerned was the placing in position of the  
first foundation block and setting the tablet  
stone to commemorate the great extension  
scheme in connection with His Majesty's  
Naval Yard. The function took place this  
afternoon and was indeed a brilliant ceremony  
from a spectacular point of view. Hundreds  
of people lined the Praya and witnessed the  
first foundation block being put into position  
by Mrs. F. Powell at three o'clock.

The following guests were invited, most of  
whom were present.—H. E. Major General  
Sir W. J. Gascoigne, C.M.G., and Lady Gas-  
coigne; H. E. Vice-Admiral Sir Cyprian Bridge,  
G.C.B., R.N.; Rear-Admiral H. T. Grenfell,  
C.M.G., R.N.; Commodore F. Powell, C.B.,  
R.N., and Mrs. and Miss Powell, Deputy  
Inspector General W. H. Drew, R.N., and Mrs.  
Drew, Captain and Mrs. Scott, R.N.; Colonel  
and Mrs. Bertie, R.W.F.; Colonel L. F. Brown,  
R.E.; Sir Thomas and Miss Jackson, R. Rev.  
the Bishop and Mrs. Hoare.

Mrs. Powell and guests were received on  
Murray Pier by Mrs. Kidd and Mrs. Sayer,  
representing the Contractors and Works Loan.  
They at once proceeded to a barge where  
they were met by the Superintendent Civil  
Engineer, Owen Ordish, Esq., and the Chief  
Agent of the Contractors, W. Kidd Esq. C.E.,  
with their respective staffs.

The foundation block was then placed in  
position by Mrs. Powell and when well and  
truly laid, she cut the ribbon attached to it.

After this ceremony the party proceeded on  
shore to where the tablet stone was to be set,  
to commemorate the placing in position of the  
first foundation block. On arriving in the yard  
the Superintendent Civil Engineer read the  
inscription on the Brass Plate which is  
fixed on the face of the Tablet Stone,  
in the centre of the head of the Dock, as  
follows:—

HONGKONG DOCKYARD EXTENSION.

COMMODORE F. POWELL, C.B., R.N.,

SUPERINTENDENT.

THIS STONE WAS LAID BY MRS. POWELL IN

THE REIGN OF KING EDWARD VII., JAN.

15TH, 1902, TO COMMEMORATE THE

SETTING OF THE FIRST FOUN-

DATION BLOCK 504 FEET

BELOW COPING LEVEL

AND PLACED IN THE

SEAWALL WEST

OF DOCK

ENTRANCE.

MAJOR H. PILKINGTON, C.B. R.E.,

CIVIL ENGINEER-IN-CHIEF.

OWEN ORDISH, ESQ.,

SUPERINTENDING CIVIL ENGINEER

MESSRS. PUNCHARD LOWTHER &amp; CO.,

CONTRACTORS.

He then handed a trowel and mallet to Mrs.

Powell asking her to set the stone. The inscription

on the magnificently chased trowel read as

follows:—

IN THE REIGN OF HIS MAJESTY

KING EDWARD VII.

ADMIRALTY NAVAL YARD EXTENSION

WORKS, HONGKONG.

COMMODORE F. POWELL, C.B., R.N.,



## WHERE THE BLOCKS ARE MADE.

## A VISIT TO THE WORKS.

Across the blue waters of the harbour to the ruffled bay off Kowloon City is but the proverbial biscuit throw, yet to many in the Colony it is unknown that in the vicinity there is being carried out some of the most important work in connection with the Dock Yard extension scheme. Situated in a snug little corner beneath the slopes of Matalukok and covering an area of some fourteen acres are the works of Messrs. Purnard, Lowther and Co. There it is that the huge blocks of concrete are being made and shipped across to Hongkong. Since February of last year the vicinity has been greatly altered, and where once the Kowloon fishermen set out for the sea, reclaimed land with heavy machinery now juts into the waters. It is, indeed, a sight well worth a visit if only to watch the huge jaws of machines literally

EATING BLOCKS OF GRANITE and grinding them to powder at the rate of about 10 tons per day. It is a busy spot and one has ever to be on the alert to avoid the puffing locomotives, derricks, trucks and chains. The absolute necessity of strengthening the naval resources of Hongkong must be apparent to all, and as the Admiralty have now taken the great scheme in hand it should be of especial interest to learn something of the manner in which a portion of the work is being carried out. Thanks to the kindness of Mr. W. Kidd, M.I.C.E., the chief agent and engineer of the Company, a representative of this journal has recently had an opportunity of visiting and inspecting the Matalukok works where the whole process of the manufacture of concrete blocks was fully explained and practically demonstrated. A pleasant trip across the harbour and round Kowloon Point brings one in view of the smoking engines and tall derricks on the works. Heavily laden junks, bound for the blockyard, with cargoes of raw granite from some of the many quarries around are throwing

THE GREEN SPRAY ABOVE THEIR BOWS, while barges are seen rounding the Point with loads of cement from Green Island. Making fast to the jetty, running out from the reclaimed land, one steps out of the launch and has an opportunity of studying the whole process of block making from the arrival of the raw material to the finished concrete block. The jetty has been built especially for the purpose of landing the granite from the twelve or fourteen quarries worked by the company, and of despatching the finished concrete to the dock works at Hongkong. The junks and barges, upon their arrival, are made fast on the south side of the jetty, and the stone is unloaded into the bucket attached to a five ton crane—one of several others made in Scotland for the firm. It is then hoisted on to a platform, and each separate load is placed in different compartments with a view of checking the amount brought to the works by the various junks. Beneath this platform are four powerful crushing machines, each of 40 horse power, and capable of reducing to powder 100 tons of granite per day. Three of the machines are constantly working and another is kept in reserve in case of accidents. As the rough granite blocks are thrown into the

GRINDING JAWS OF THE MACHINES there is a cracking and a crunching followed by a coarse powder running out of a shoot into wagons beneath. These carriers, being of a standard size, serve the double purpose of conveying the material up an inclined railway on to a gantry and measuring out the proportion of broken granite and sand. An engine steams down the little railway with four trucks, three of which are loaded with broken stone and the other filled with sand. She then puffs up the incline, of one in twenty-five, and goes on to the gantry or timber platform, from which the loads are tipped into a stock heap. Walking up this little railway one gets a capital view of the works and the excellent site upon which they are built. From our left rises a crazy hill only recently acquired by the firm. Here it is that they are now busily engaged in quarrying operations which, up till the past few weeks, has been considerably handicapping them owing to the fact of its having been in the hands of quarry farmers. The demand for stone has been almost outstripping the supply but now that the firm have the quarry in their own hands they are hoping to run the whole of their plant, and turn out some 140 blocks of concrete per day. On the right of this gantry are more rails, stacks of concrete blocks, and rows of moulding beds. Old men, men and boys are busy breaking stones for the mixing machines, and although their labour is far cheaper than the use of steam power the great demand has necessitated the use of machinery. Beneath the gantry are heavy sand and stone which have been tipped from the trucks, and men are at work filling small side-tip wagons, pulled by means of

AN ENDLESS CHAIN up an incline where the contents are thrown into a mixing machine. Like the trucks, these wagons serve the purpose of measuring the material as well as conveying it from one part of the works to another. On the right can also be seen a spacious shed covered by a mat roof under which all the blocks required are drawn to full size serving as guides for the templates, which are then handed to the quarryman, thus enabling him to cut his stone to the right shape and size. Close by is the water from which all the water required on the works is obtained and, in connection with this, it is interesting to note that though the water in Hongkong is beginning to feel anxious these days, there is no cause for alarm considering that for the last four months the supply has not been the least decreased. The water is perfect, and not at all brackish. Passing up the mixing

machine one notices the wagons automatically attaching themselves to the endless chain and being drawn up the incline, while on the return journey they disengage themselves and run along the rails till stopped for re-filling. At the top of this incline are a couple of Taylor's Patent Mixers each of which is capable of mixing 220 cubic yards per day. Here it might be mentioned that the contractors are not at present utilising the whole of their plant owing to the fact that hitherto they have been unable to get the raw material in sufficiently quick to warrant their running the other machines. In fact, they are utilising but half of what they have ready, and when the supply of stone warrants it they will make 140 blocks of concrete each day. Before this can be accomplished, however, there is a good deal of work to be done in the way of development and getting out a compressed air plant. After watching the wagons being drawn up the incline the process of mixing can be seen. One part of cement to eight of other materials is added, a wheel is turned and the load drops into the mixer beneath. A supply of sea water is then let into the cylinder and after

FIFTEEN REVOLUTIONS have been made the contents are emptied into trucks beneath. It has been found that sea water contributes to making better concrete in warm climates, such as Hongkong, it sets more slowly in the moulds. Each load of the mixture as emptied into the machine will make a cubic yard of concrete. After being tipped out into trucks it is wheeled away and placed in the moulds of which there are some 1,200 stretching the whole length of the works. There it remains for about seven days before being hoisted out from the moulds by means of

A TEN TON SCOTCH DERRICK. It is then numbered and placed on the stack hard by where it is allowed to remain for a month in which to mature. There are moulds of many shapes and sizes—square, round, and oblong—each of which fashions the block so that it will fit to a nicety the stone against which it is to rest. On the works are the usual time-keeping offices, stores, and a blacksmith's and engineer's shop replete with every requirement including laths, drills, planing machines, steam-hammers and many other appliances to deal with any repairs that may be needed.

It would occupy too much of our space to give in detail particulars of the plant which Messrs. Purnard, Lowther and Co. have at Matalukok, though some idea can be formed when it is mentioned that among other plant there are three 10 ton cranes, four 5 ton cranes, three locomotive engines, and four stationary engines. It is indeed a Colony by itself. The European foremen have excellent quarters at the works, and throughout that busy spot the greatest unanimity prevails.

In addition to Mr. Kidd there are from home Mr. J. L. Houston, M.I.C.E. (Resident Partner of the Contractors firm), Mr. J. L. Watson, A.M.I.C.E. (Sub-agent), Mr. C. Glover (Chief Accountant), and Mr. F. T. Colson (Assistant Engineer in charge of the Matalukok works) besides Messrs. Andrews, Roberts and Howells in charge of various other departments. Messrs. Cunningham, Gibb, Shaw and others are on the clerical staff.

ACCIDENT TO S.S. "PICCIOLA." With the arrival at Manila on the 10th inst. from Singapore of the German steamer *Chingmai* Captain Gerdes, word was received in regard to an accident to the German steamer *Picciola*, Captain Muller. The *Picciola* with a cargo of rice was proceeding from Saigon to Iloilo, when in the Sulu sea she struck a rock which damaged her stern and carried away two blades of her propeller. Captain Muller knew of the existence of the rock as it was indicated on his chart but he thought he was well clear of the danger when his vessel struck. The damage was not so very serious but that he could proceed on his way to Iloilo, where the steamer will be examined to determine the full extent of the damage she has sustained.

On the journey to Manila the *Chingmai* called at Iloilo, and stood by the *Picciola* to render assistance, if required, but not being needed, she proceeded on her way, reporting to Messrs. Behn, Meyer and Co. of this city who are the steamer's agents.

ROUGH PASSAGE FROM HONGKONG. The steamer *Express*, according to the "Manila Times" had a rough passage from Hongkong on her last voyage. Captain Wilson reported a most tempestuous passage, and he was highly pleased with the little steamer.

Two days out from Hongkong, the *Express* ran into a heavy gale accompanied by terrific seas which washed over the boat, filling her engine and boiler rooms and she lay helpless in the trough of the sea, only her water tight compartments keeping her afloat.

For two days, Captain Wilson and the crew worked like Trojans to get sail on the boat. A jury-mast was rigged the awnings being used as sails, one of which was attached to the smoke stack. During this period, the crew suffered considerably owing to lack of drinking water, the waterbottles having been washed overboard and the condenser being unserviceable.

When the gale abated, the boat was freed of water, and the fires were again lighted and steam got up and she proceeded on her journey without further incident.

The *Express* is a brand new craft built for Messrs. M. T. Figueras and Co. of Manila, by Messrs. W. S. Bailey and Co. of Hongkong.

MESSRS. COTTAM & CO. FOR THE "FAVORITE STRAW HAT" TAN KID GLOVES.

MESSRS. COTTAM & CO. FOR THE "LATEST STYLES IN" TRESS & CO'S FELT HATS.

## CHINA PROVIDENT LOAN AND MORTGAGE COMPANY.

The fifth ordinary general meeting of the China Provident Loan and Mortgage Company, Limited, was held at noon to-day at the offices of the General Managers at No. 16 Des Voeux Road. There were present:—Messrs. R. Shewan (chairman), J. S. Van Buren, Chow Hin Kee, Chau Tung Shang, Fung Wa Chin, H. P. White, T. H. Reid, C. Ewens, Terry, McGubbin, A. Babington, and G. Somerville (Secretary).

REPORT. The following report was presented:—Annexed we have the pleasure to lay before the shareholders a statement of accounts made up to 31st December 1901.

The gross earnings for the past year amount to \$89,941.32 and after deducting all expenses, remuneration to General Managers, Consulting Committee's and Auditors fees, there remains a balance of \$70,045.58 which it is recommended be appropriated as follows, viz:—To place to Reserve Fund.....\$10,000.00 To pay a Dividend of 8 per cent.....\$7,760.00 To carry forward to the credit of next year's account.....2,285.58

CONSULTING COMMITTEE. Owing to Mr. Lewis having left the Colony, Mr. H. P. White was invited to join the Committee. In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chow Hin Kee, Chau Tung Shang and H. P. White retire, but offer themselves for re-election.

AUDITORS. The accounts have been audited by Messrs. F. Henderson and W. H. Potts, who are recommended for re-election.

The Chairman said:—Gentlemen, with your permission, we will take the Report and Account for 1901 as read, as they have been printed and in your hands for some days past. We are glad to be able to pay the same dividend as before, viz: 8 per cent. and put \$10,000 to reserve, which brings the total amount at credit of that Fund up to \$45,000 now. Money was not in such strong demand during the first part of last year, and while we were able to employ almost the same amount of money in loans as in the previous year, we did not earn quite so much in interest. The Accounts are so simple that there is nothing to comment on in them, but I may say that all the mortgages have been gone over carefully and found quite safe. As a number of shareholders have represented to us the desirability of ridding our shares of the remaining liability of \$10 per share we have decided to meet what we believe are the wishes of the majority and do away with this liability by making the shares \$10 fully paid up. The other \$10 was really intended as a security to the Debenture Bond-holders, but there are so few of them that it is not worth while keeping the liability running. In due course extraordinary meetings will be held to pass the Resolutions required for this purpose. We shall still have 27,000 shares of the original 100,000 to issue, but as we anticipate being able to dispose of those very quickly after the change has been made, we propose to save further special extraordinary meetings and loss of time later on, to take power to issue up to another 100,000 shares. This will make the nominal Capital \$2,000,000, but we shall not of course issue any of the extra \$1,000,000 fresh capital without first asking your consent. It will simply mean that the Company will have power to increase its Capital to \$2,000,000 without having to pass further special Resolutions. As you are aware notices calling the first Extraordinary Meeting for the 22nd instant were issued yesterday. Before moving the adoption of the Report and Accounts, I shall be pleased to answer any questions you may wish to put to me. There were no questions.

Mr. T. H. Reid:—I have much pleasure in seconding the adoption of the report and the passing of the accounts. I take this opportunity on behalf of the shareholders in congratulating the management upon being able to pay a dividend of eight per cent and placing the sum of \$10,000 to the Reserve Fund.

The motion was unanimously carried. CONSULTING COMMITTEE. Messrs. J. S. Van Buren, Chow Hin Kee, Chau Tung Shang and H. P. White were, on the proposition of Mr. Ewens seconded by Mr. Terry carried unanimously.

AUDITORS. Mr. White proposed, and Mr. J. S. Van Buren seconded the re-election of Messrs. F. Henderson and W. H. Potts as auditors. The motion was carried without dissent.

The Chairman:—That is all the business gentlemen. The dividend warrants will be ready to-morrow.

AT THE MAGISTRACY. January 15th. ASSAULTED A CONSTABLE. Wong I had in his possession a revolver, without the necessary formality of obtaining a licence. A Sikh constable attempted to take his weapon from him and he resisted, trying to use his pistol. Luckily he was disarmed before being able to do any damage. Owing to the gravity of the offense the Magistrate fined him \$25 for the first offense and \$50 on the second charge, of assaulting a constable.

DISORDERLY CONDUCT. David Abraham, endeavored yesterday to break his vengeance on the employees in Mr. David Sassoon's office on Des Voeux Road. He occasioned such an uproar that the services of a constable were required, and he was escorted to the Police Station to cool off over night. This morning he appeared before the Magistrate in a penitent frame of mind and was discharged with a caution.

GOVERNMENT NOTIFICATION. INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place as follows:—On the 20th, 22nd, 24th, 28th, 29th and 30th instant, from Stonecutters' Island, West. On the 29th instant, from Stonecutters' Island, East. On the 30th instant, from Belchers' Bay. All ships, junks and other vessels are cautioned to keep clear of the ranges.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 14th January, 1902. [54d]

Masonic. PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 16th instant, at 8.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 14th January, 1902. [50d]

Insurance. NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CHARTERED RATES. SIRMSEN & CO. Hongkong, 14th Jan, 1902. [5]

## Intimations.

## NOTICE.

IN view of the intimate connection between PLAGUE and RATS, the Sanitary Board invite the attention of Household to the fact that RAT-CATCHERS supplied with the necessary TRAPS, &c., will be sent to any Domestic Building which is infested with Rats upon application to the MEDICAL OFFICER OF HEALTH.

By Order, G. A. WOODCOCK, Secretary, Sanitary Board, Hongkong, 28th December, 1901. [3rd]

ST. JOHN'S CATHEDRAL CHURCH, HONGKONG.

NOTICE is hereby given that the ANNUAL MEETING of SEAT HOLDERS and SUBSCRIBERS will be held at ST. PAUL'S COLLEGE, on THURSDAY, the 23rd instant, at 5 p.m. Hongkong, 14th January, 1902. [67d]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the THIRTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to the Hongkong Land Investment and Agency Co., Ltd. General Agents for The West Point Building Company, Limited. Hongkong, 6th January, 1902. [22d]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on THURSDAY, the 23rd January, 1902, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1901.

The REGISTER of SHARES will be CLOSED from TUESDAY, the 14th instant, to THURSDAY, the 23rd instant, (both Days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary. Hongkong, 6th January, 1902. [21d]

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

THE SIXTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, on MONDAY, the 27th January, at NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st instant, both Days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 14th January, 1902. [66d]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary. Hongkong, 14th January, 1902. [61d]

GOVERNMENT NOTIFICATION. INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place as follows:—On the 20th, 22nd, 24th, 28th, 29th and 30th instant, from Stonecutters' Island, West. On the 29th instant, from Stonecutters' Island, East. On the 30th instant, from Belchers' Bay. All ships, junks and other vessels are cautioned to keep clear of the ranges.

By Command, J. H. STEWART LOCKHART, Colonial Secretary's Office, Hongkong, 14th January, 1902. [54d]

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## Intimations.



At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

RAINIER BEER

to all others—the whole world has it and likes it.

SOLE AGENTS:

A. S. WATSON &amp; Co., LIMITED, THE HONGKONG DISPENSARY. Hongkong, 13th December, 1901. [19]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central.

Next Door Messrs. LANE, CRAWFORD &amp; Co. Hongkong, 20th November, 1901. [1256c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &amp;c., &amp;c., &amp;c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; Co. Hongkong, 20th July, 1901. [733c]



INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for DR AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! KRUSE &amp; Co., CONNAUGHT HOUSE.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHAGE and ULCERATION OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai. 12th October, 1898. [31]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS. SIMPLE AERATED WATER. LEMONADE. SODA WATER. GINGER ALE. RASPBERRYADE. LEMON SQUASH.

SARSAPARILLA. TONIC WATER. SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers. WORTH A GUINEA A BOX.

BEECHAM'S PILLS. FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England. SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED. APOTHECARIER HALL, 68, Queen's Road Central, Hongkong. [2]

CHS. J. GAUPP &amp; CO. CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 44 &amp; 46, Queen's Road Central, [132]

NOTICE. NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of any following Vessel during her stay in Hongkong Harbour.

CHRISTIE BURRELL, British ship, [132]

HARRIS, E. WYMAN, American ship, [132]

ATHELD, KARBURY &amp; Co., [132]







every other blackguard in London would tell me the same. "As a rule these high-class clubs naturally proved the ruin of their frequenters, but one of the exceptions was General Scott, the father-in-law of the (then) Duke of Portland, and also of George Canning. Of strictly abstemious habits, he consistently avoided high-living with the result that the formation of a 'whist' party always found him clear-headed and cool. This advantage, added to a thorough knowledge of the game, enabled him to win by honest means a fortune of something like £200,000.

## FRENCH SOLDIERS AT PLAY!

A MEAN TRICK.

An English resident and his wife who were walking on the Yates Road, Shanghai, on Wednesday afternoon (the 1st inst.) were naturally disgusted at seeing some French soldiers take a very well-dressed and perfectly inoffensive old Chinaman and throw him into the ditch alongside the road—full as it was of water and black mud—following this up by treating a harmless wheelbarrow coolie and his barrow in the same way. Seeing that the Englishman was about to make note of the number of their regiment, four of the men attacked him at once, and as he had to consider the safety of his wife, he was in rather an awkward predicament.

On his arrival back in town he complained at the police station, mentioning the number of his assailants' regiment. He was subsequently asked to identify them, but instead of only the men whose number he had mentioned being brought before him, he was confronted with some five hundred men paraded in two ranks, and mixed up anyhow, of various numbers, and in a different uniform from that which they wore on Wednesday. Of course, under these circumstances identification was almost impossible. There is nothing unusual in soldiers on leave indulging at times in horseplay, but when tolerable limits are exceeded every facility should be given to those who have suffered at their hands to identify the culprits.

## THE AUSTRALIAN CUSTOMS AND FOREIGN SHIPPING.

AN AUSTRALIAN VIEW.

The loud row that has been made by the big German Steamship Co. re the Federal Customs regulations reads, says the *Sydney Bulletin*, like an attempt on the part of a company which has become unduly inflated over the size of its steamers to presume on the youth and innocence of a new Commonwealth. In other words, it reads like a violent effort at bluff. Under the Federal regulations, a foreign vessel which calls at a series of Commonwealth ports becomes subject to the Australian Customs law from the moment it calls at its first Australian port on the voyage here until it clears from its last Australian port on its voyage home again. The foreign vessel is not called upon to pay duty on whatever dutiable stores it may have on board when it arrives, as it might easily have been, but it is called upon to pay duty on those imported stores which are consumed on board while the vessel is travelling between Australian ports. If it doesn't care to do that it can buy stores locally for use between ports. This is quite logical. Every country has the admitted right to regulate its own coastal trade as it pleases, and the French, German, American or English vessel which touches this country first at Fremantle or Cooktown or Port Darwin, and then works on from port to port and back again, is, during the time it spends between ports, just a common beastly coaster—like the *kech Sarah Ann*, or the fore-and-aft schooner *Jonas Brothers*, which struggles down from the northern rivers with a cargo of six logs of timber and a case of eggs. The United States deals with the foreign coaster by a drastic process—it doesn't allow her to pick up a solitary passenger or a pound of cargo at one American port for conveyance to another American port. Britain, until a period within the writer's lifetime (and he isn't very aged), shut out foreign vessels from its coasting trade altogether. The Federal customs regulations, in this matter, are, so far as the writer knows, exactly the same as those in force in most European countries. Certainly they have common sense behind them. The Australian-owned coaster, whose beat is from Adelaide or Perth round to Queensland, must pay duty on all dutiable goods consumed on board between Australian ports, and it seems an absurd contention that a foreign vessel, which intrudes into the Australian coastal trade, should be treated more favourably than the local one. As regards the indignant declaration of somebody connected with the German Steamship Co. that the claim of the Australian Government to regulate the doings of foreign vessels in the Australian coastal trade while they are outside the three-mile limit is sheer piracy, and the veiled threat to bring Kaiser William (who, by the way, is understood to be a very large shareholder in the Norddeutscher Lloyd) down on this country, they don't seem to amount to much in law. If they do, then the shortest way out of the difficulty is to enact that all foreign coasting vessels, on arrival at their first Australian port of call, shall pay duty on all the stores aboard. And, in any case, an absolutely essential thing is to prohibit foreign vessels, as is done in the United States, from taking passengers and cargo at one Australian port for conveyance to another. The Australian shipping companies have a bad enough time without the competition of cheap-labor foreign vessels in the coastal trade added to their existing troubles.

G. GIRALD: NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c.

## AS OTHERS SEE US.

Writing to the Army and Navy Journal "a contributor passing through Hongkong thus gives his impressions of the Colony. Hongkong, where we arrived Oct. 21st is an interesting city, old and unique in its natural features; backed by abrupt hills, some 1,800 feet in height, the houses sprawling up the hillsides and occupying every available point. On the hill top is a suburb composed of fine villas and reached by a steep cable tramway. The town is English in decoration and appearance, and is a fine example of what the English can do when given a working people to boss. The natives swarm over a great part of the town, but it is kept much too clean to have a Chinese appearance. There are fine office buildings and commercial houses along the waterfront, for Hongkong is a great business centre. On the level ground are fine roads full of rickshaws, sedan-chairs being used to mount the hills. With Captain Sherman of the Navy, I wandered over the hills among the gardens, which are very pretty, even in late October. From the highest point there is a beautiful view of the city and bay, with Kowloon in view on the mainland beyond. It was pleasant to come from the Philippines into a climate where there is enough snap and energy in the air to make exercise an enjoyment. It was still hot in the sun, as on one of our warm fall days, but the air was invigorating.

A couple of miles out from Hongkong is "Happy Valley," where the British have their inevitable and thoroughly approvable race-course, cricket grounds and tennis courts occupying odd corners, where an extra vigorous drive would tend a ball a thousand feet or so into the next county. Bowen Road, a level walk clinging half way up the hillside, and Barker Road, leading to the summit, are lined with villas bearing a varied assortment of British houses, and delighting the eye with fine panoramic views.

## PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Chima*, connecting with the steamer *Parramatta*, at Colombo, from London, Dec. 13.—To Shanghai: Mr. and Mrs. J. Lorrie, Miss C. Miller, Miss La Fontaine, Mr. H. F. Campbell. To Hongkong: Lieut. T. R. M. White, Staff Sergeant Macnamara, Mr. Doherty, Mr. E. A. Briggs, Mr. and Mrs. Lambie, Mr. A. C. Boxer. To Manila: Mr. Peter Colquhoun. To Singapore: Mrs. Beale, Mr. A. Cavendish, Mrs. Webb and 2 children, Miss Holdcroft. To Penang: Dr. Kate Southon. From Marseilles, Dec. 20. To Shanghai: Mr. R. W. Robertson, Mr. C. B. T. Edmondson. To Hongkong: Mr. Houston, Mr. J. Jorner.

Per P. and O. steamer *India*, connecting with the steamer *Chima*, at Colombo, from London, Jan. 10.—To Hongkong: Mr. Whitlow, Mr. D. M. Mackenzie. From Marseilles, Jan. 17.—To Yokohama: Mr. G. E. Henderson. To Shanghai: Mr. Raiton. To Hongkong: Mr. C. M. Gordon. To Singapore: Mr. and Mrs. E. W. Ewitt, Mr. W. C. Cadell, Mr. W. Hutton.

Per Messageries Maritimes steamer *Laos*, from Marseilles, Dec. 15.—To Kobe: Mr. Macaire, Father Marie, Mr. Kanisaka. To Shanghai: Mr. Yang Si Cheng, Mr. Che Tseng, Mr. and Mrs. Vidal. To Hongkong: Lieut. Geiges. To Haiphong: Mr. and Mrs. Debeaux, Mrs. Bachman and children; Miss Hochig, Mr. Simon, Mr. Hamon, Mr. A. Gredde, Mr. Gallian and family, Mr. Lemaier, Mr. and Mrs. Mabile. To Saigon: Mr. and Mrs. Gigon Papin, Mr. and Mrs. Kieffer, Mr. Arlin and family, Mr. R. Fuyel, Mr. Lorimer, Mr. G. Dürreweil, Mr. and Mrs. Larcheveque. To Batavia: Mr. W. J. Dekker. To Singapore: Mr. Cornelissen, Mr. and Mrs. V. E. Nathan and son and daughter, Mr. F. H. Dallas, Mr. and Mrs. Deshan, Mr. Lepht Vinh.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Jan. 12.—To Shanghai: Mr. Charles Crauford, Mr. Crawford Kerr, Miss Dudgeon. To Samarang: Mr. Cochia and family.

Per Hamburg-American steamer *Hamburg*, from Hamburg, Dec. 11, and Southampton, Dec. 16.—To Yokohama: Mr. and Mrs. J. Takamine and family, Miss Strich. To Shanghai: Mr. and Mrs. H. G. Riches, Misses Byrne, Warr, Mr. G. T. Wilson and Miss Wilson, Misses Anderson, Beinhoff, Mrs. Ramsay, Mrs. Hardy, Mr. and Mrs. Thompson, Mr. and Mrs. Stanley Smith and family, Mr. and Mrs. E. J. Confool, Mr. Chesney Duncan and child. To Hongkong: Mr. and Mrs. Michel, Mrs. Wise, Mr. Poate, Mrs. Frank Morgan and child, Mr. Finlay Urquhart. To Singapore: Mr. C. V. Brooke, Mr. Fritel and family, Mrs. Miller and children. To Penang: Mr. and Mrs. E. C. J. Trenchell and child.

Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, Dec. 25, and Southampton, Dec. 30.—To Shanghai: Mr. and Mrs. W. Jamieson, Mr. A. Rose, Miss Melcham. To Hongkong: Mr. F. Pollock. To Sourabaya: Mr. K. A. Vols.

Per Nippon Yusen, Kaisha steamer *Tamara Maru*, from London, Dec. 6.—To Yokohama: Messrs. Kagami, Le Gros. To Kobe: Messrs. K. Hasegawa, J. Aeyama, Mr. and Mrs. M. and Master R. Chester. To Shanghai: Messrs. F. W. Warburton, S. Reader, J. Brewer. To Hongkong: Sir John Hall, Mr. and Mrs. A. H. Macneil and children, Messrs. Marshall, W. Smith, J. Jackson. To Singapore: Capt. and Mrs. C. G. Pritchard, Mr. W. Morgan, Master Morgan, Mr. and Mrs. M. S. P. O. Stormont, Mr. and Mrs. Makepeace, Mr. and Mrs. Clement Cuff, Mr. T. G. Milligan, Rev. and Mrs. H. Isard, Capt. and Mr. J. Kerr, Mr. and Mrs. Staples, Mr. J. Darby, Miss Urquhart. To Penang: Mr. R. Morris.

G. GIRALD: CRYSTALLIZED FRUITS, ROSE, MAROONS GLASS, &c.

**Hotels.**

**THE CONNAUGHT HOUSE,**  
QUEEN'S ROAD.  
The most comfortable family Hotel in Hongkong.  
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.  
J. H. WAINWRIGHT, Manager.  
[1339c]  
TERMS MODERATE.  
Hongkong, 7th December, 1901.

**GO TO THE**  
**KOWLOON HOTEL,**  
KOWLOON.  
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.  
**THE BAY VIEW HOTEL.**  
Very best brands of Wines, Beers and spirits only kept. Private dinners, a specialty.  
Under entirely new management.  
J. LACOCK.  
[1075c]

**"BOA VISTA,"**  
(HOTEL SANITARIUM OF SOUTH CHINA),  
MACAO.  
THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.  
The strictest supervision as to food and cleanliness is exercised by a European Manager.  
[57d]  
Telegraphic Address: "BOA VISTA."

**METROPOLE HOTEL.**  
Convenient distance from town, delightful situation.  
**BOARD AND RESIDENCE.**  
[1073c]  
Intimations.

**W. BREWER & Co.**  
NEW INTERNATIONAL CODE OF SIGNALS \$15.  
NEW STOCK.  
Croquet, Badminton, Base Ball Sets, Cricket, Tennis Rackets, Nets and Poles, Ayer's, Slazenger's, Forrester's, 1902, Tennis Balls, Newspaper-Scrap Albums, Hongkong, 15th January, 1902.  
[34d]  
Special Home Return Tickets.  
NOTICE.  
FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for Two Years (from date of departure to date of arrival on return) for one and one half fare.  
E. A. HEWITT, Superintendent, P. & O. S. N. Co.  
P. DE CHAMPMORIN, Acting Agent, Messageries Maritimes Cie.  
MELCHERS & CO., Agents, Norddeutscher Lloyd.  
Hongkong, 23rd December, 1901. [1407c]

**HONGKONG SUBSCRIPTION LIBRARY.**  
18, Bank Buildings, Wyndham Street.  
FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, Esq., K.C.  
TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.  
SUBSCRIPTIONS:—Payable in Advance.  
\$7.50.....Per Half Year.  
\$1.40.....Per Month.  
The Library contains, in addition to Fiction, a number of Standard Works on: Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.  
Intending Subscribers are requested to apply to  
CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office.  
Hongkong, 28th December, 1901. [1413c]

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
EASTMAN'S KODAKS AND FILMS.  
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.  
40, QUEEN'S ROAD, Western Building.  
[24]

**F. BLACKBURN & CO.,**  
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRATA CENTRAL HONGKONG SOAP MANUFACTURERS.  
SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.  
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
REASONABLE PRICES.  
Hongkong, 14th May, 1900. [15]

**C. E. WARREN,**  
BUILDING CONTRACTOR,  
WYNDHAM STREET (Opposite to the CLUB GERMANIA).  
SANITARY APPLIANCES SUPPLIED AND FIRED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANED and REPAIRED. Sanitary Board Notices received promptly. Agent for MOSAIC TILES. Price on Application. [155c]

**NOTICE.**  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.  
**JEYES FLUID.**  
AVOID ALL RISK OF BREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 9th March, 1902. [12]

**DENTISTRY.**  
SUI SANG, (Late Practitioner of Dr. L. KAKATA), DENTIST.  
No. 4, Queen's Road Central.  
Hongkong, 3rd January, 1902. [148]

**NIPPON YUSEN KAISHA.**  
(THE JAPAN MAIL STEAMSHIP COMPANY).  


PROJECTED-SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU..... J. W. Vale.	KOBE and YOKOHAMA.....	FRIDAY, 17th Jan., at Daylight.
KASUGA MARU..... H. Fraser.	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 17th Jan., at Noon.
SADO MARU..... W. Thompson.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 25th Jan., at Daylight.
MIKE MARU..... M. Yagi.	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 28th Jan., at Noon.
YAWATA MARU..... A. E. Moses.	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNEVILLE and BRISBANE.....	THURSDAY, 30th Jan., at 4 P.M.
SANUKI MARU..... W. Townend.	KOBE and YOKOHAMA.....	FRIDAY, 31st Jan., at Daylight.
HIROSHIMA MARU..... T. Mural.	BOMBAY, VIA SINGAPORE and COLOMBO.....	FRIDAY, 31st Jan., at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.  
Hongkong, 15th January, 1902. [1]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
PROPOSED SAILINGS FROM HONGKONG.  
VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.  
FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
[1073c]

Steamers.	Tons.	Captains.	Proposed Sailings.
Glenogle.....	3,750	W. Frakes.....	Feb. 7
Duke of Fife.....	3,821	J. S. Cox.....	Feb. 22
Tacoma.....	2,811	A. Dixon.....	Mar. 8
Victoria.....	3,502	J. Panton.....	Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.  
HONGKONG TO LONDON £52.  
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried.  
Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.  
HONGKONG TO NEW YORK £48.  
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.  
HONGKONG TO VICTORIA, TACOMA £35.  
The best route to the KLODYER GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYRA and ST. MICHAEL. Rates of Passage to other Points on application.  
Special rates allowed to members of Government Services.  
For further information as to Passage or Freight, apply to  
DODWELL & Co., LIMITED, General Agents.  
Hongkong, 3rd January, 1902. [13]

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH and LONDON. (Through Bills of Lading issued for BATAVIA, PERMAN, CEYLON, CONTINENTAL and AMERICAN PORTS).  
THE Steamship "BENGAL," Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 18th inst., at Noon, taking Passengers and Cargo for the above Ports.  
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars, apply to  
E. A. HEWITT, Superintendent.  
Hongkong, 4th January, 1902. [14]

**REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL.**  
PROPOSED SAILINGS FROM HONGKONG.  
"AFRIDI".....about 22nd Jan.  
"HILLGLEN"....." 29th Jan.  
"LOWHER CASTLE"....." 8th Feb.  
For Freight and further information, apply to  
DODWELL & Co., LIMITED, Agents.  
Hongkong, 14th January, 1902. [149]

**HONG SING.**  
ENTIRELY NEW STOCK of the most Fashionable in Cloths, Canvas, &c.  
Dresses: Complete Gentlemen's Outfittings.  
Hongkong, 24th August, 1901. [100c]

**ST. JOSEPH'S COLLEGE, HONGKONG.**  
OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Cadet department by an additional story with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the classical work of the city is carried on by the past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets as a lasting testimony of their generosity.  
THE CHRISTIAN BROTHERS.  
Hongkong, 24th November, 1901.

**W. STUART HARRISON,**  
Manager.  
Hongkong, 19th August, 1901. [39]

**THE CHRISTIAN BROTHERS.**  
FOR full Particulars, &c., &c., Apply to  
W. STUART HARRISON, Manager.  
Hongkong, 19th August, 1901. [39]

**HONG SING.**  
ENTIRELY NEW STOCK of the most Fashionable in Cloths, Canvas, &c.  
Dresses: Complete Gentlemen's Outfittings.  
Hongkong, 24th August, 1901. [100c]



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSE"	16th instant.
Kobe	"KASHING"	16th instant.
Manila	"CHANGSHA"	17th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	"CHINGTU"	17th instant.
SHANGHAI	"WHAMPOA"	18th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

## OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL*	"TANTALUS" .....	20th January, 1902.
"	"AJAX" .....	23rd " "
"	"PYRRHUS" .....	23rd " "
"	"ULYSSES" .....	10th February, "
"	"TYDEUS" .....	15th " "
"	"ANTENOR" .....	20th " "
"	and SWANSEA.	

## HOMEWARDS.

STEAMERS	DUE
"PELEUS"	21st Jan., 1902.
"STANTOR"	4th Feb., "
"IDOMENEUS"	18th "
"AJAX"	4th March, "
"ULYSSES"	18th "
"ANTENOR"	29th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"PATROCLOS"	22nd Jan., 1902.
"TANTALUS"	15th Feb., "
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
THE OREGON RAILROAD AND NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "INDRAPURA," will be despatched for PORTLAND (OR.) on or about the 20th instant.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.  
For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.  
[1266c]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 19th January.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 22nd January.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 26th January.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	WEDNESDAY, 29th January.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further Information, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 15th January, 1902. [1379c]

TOYO KISEN KAISHA.  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA  
IN 48 HOURS.

THE Company's well-known Steamship  
"ROSETTA MARU,"  
3,876 Tons.  
Captain Tate, having been placed on the above service, will be despatched hence for MANILA, on or about MONDAY, the 27th instant.  
Magnificent accommodation. Comfortable cabins. Unrivalled speed.  
Electric light.  
For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street Corner of Des Voeux Road, 1st floor.  
Hongkong, 15th January, 1902. [1380c]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN,"  
Captain P. Helms, will be despatched as above on THURSDAY, the 30th instant, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly-qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th January, 1902. [1381c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship

"THALES,"  
Captain Robson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, 14th January, 1902. [61d]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA,"  
Captain Leva, will leave for the above places, on THURSDAY, the 23rd instant, at 3 P.M.

The Steamer has capital accommodation for passengers. Electric light. A doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.  
Hongkong, 15th January, 1902. [1382c]

## Shipping.

## STEAMERS.

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship  
"C. FERD. LAEISZ,"  
Captain Fuchs, will be despatched for the above Ports, TO-MORROW, the 16th instant, at Daylight.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 15th January, 1902. [164d]

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship  
"GLENHIEL,"  
Captain McGillivray will be despatched as above on FRIDAY, the 17th instant, at Noon.

For Freight or Passage, apply to

MCGREGOR BROS. & CO., Agents.  
Hongkong, 8th January, 1902. [1420c]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"  
Captain Hill, will be despatched as above on or about the 3rd February.

For Freight, apply to

JARDINE, MATHESON & Co., Agents.  
Hongkong, 9th January, 1902. [142d]

## Consignees.

TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU,"  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.  
Hongkong, 9th January, 1902. [1]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.  
Hongkong, 9th January, 1902. [13]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE,"  
FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF CARGO are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.  
Hongkong, 9th January, 1902. [40d]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"WURZBURG,"  
Captain von Binzer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given, before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.  
Hongkong, 9th January, 1902. [40d]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"WURZBURG,"  
Captain von Binzer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

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No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.  
Hongkong, 9th January, 1902. [40d]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"WURZBURG,"  
Captain von Binzer, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given, before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED, Agents.  
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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 3 P.M.

## Consignees.

FROM HAMBURG, ANTWERP, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"  
Captain Fuchs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

HAMBURG-AMERIKA LINIE, Hongkong Office.  
Hongkong, 14th January, 1902. [63d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE Steamship

"CARINTHIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo—  
From Trieste, ex s.s. *Auguste & Habsburg*, transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.  
Hongkong, 14th January, 1902. [17d]

## Entertainment.

HONGKONG BENEVOLENT SOCIETY.

A SUBSCRIPTION DANCE in aid of the above SOCIETY will be held in the CITY HALL, on JANUARY, 24th, 1902, at 9.30 P.M.

TICKETS ..... \$5 each.

Tickets may be had from Mrs. FORBES, East Point, or from Members of the Committee of the Society.

Hongkong, 19th December, 1901.

## To be Let.

TO LET.

NO. 147, WANCHAI ROAD. Rooms Nos. 4, 5A, 7 and 8, suitable for apartments or boarding houses.  
Apply to

SANG KEE, 72, Wing Lok Street.  
Hongkong, 13th January, 1902. [60d]

TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.  
GODOWNS AT BLUE BUILDINGS.  
HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

A HOUSE IN RIFON TERRACE.  
"THE RETREAT," MOUNT KELLETT.  
No. 6, MACDONNELL ROAD.  
FLOOR IN BLUE BUILDINGS.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 11th January, 1902. [1209c]

TO LET.

"CRAIGMIN WEST," MAGAZINE GAR.  
Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 6th January, 1901. [26d]

TO LET.

GODOWN—No 54, DUDDELL STREET.  
Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [822c]

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.  
Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [709c]

**For Nervous Exhaustion**

**CHAPOTEAUT'S Phosphoglycerate OF LIME**

The modern restoration of the nervous system. For brainworkers, professional men, teachers, students, etc., and in all cases of nervous debility, dyspepsia of nervous origin, and chronic indigestion.

It is readily assimilated and promotes digestion.

**PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)**

**PHOSPHOGLYCERATE WINE (CHAPOTEAUT)**

**PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)**

2, rue Vivienne, PARIS-FRANCE.

## Intimations.

## Sabang-Bay Harbour and Coal Co., Limited.

Fulo Weh, North Sumatra.

Cable-Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Ormbill Coals at current rates.

Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide.

Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore.

The Company executes ship and marine engine repairs of all descriptions under the supervision of experienced European Shipwrights and Engineers, at moderate prices.

2nd October, 1901. [1008c]

**Sanitas Disinfecting Fluid**

COLOURLESS, FRAGRANT, NON-POISONOUS.

**ALSO POWDER, SOAPS, EMBROCATION, &c.**

"HOW TO DISINFECT"

Book sent FREE on application of all Chemists, and The "SANITAS" Co., Ltd., 10, Abchurch Lane, London.

[495c]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1901. [45]







## Post Office.

## A Mail will close:-

For Canton—Per *Fatshan*, to-morrow, the 16th instant, at 7.30 A.M.  
 For Saigon—Per *Elise*, to-morrow, the 16th instant, at 8 A.M.  
 For Chinkiang—Per *Flundia*, to-morrow, the 16th instant, at 9 A.M.  
 For Swatow, Ningpo and Shanghai—Per *Wesang*, to-morrow, the 16th instant, at 11 A.M.  
 For Singapore and Rangoon—Per *Maria*, to-morrow, the 16th instant, at 1 P.M.  
 For Macao—Per *Huangshan*, to-morrow, the 16th instant, at 1.15 P.M.  
 For Kunchuk and Samshui—Per *Cheung-kung*, to-morrow, the 16th instant, at 3 P.M.  
 For Kunchuk and Samshui—Per *Tung-kong*, to-morrow, the 16th instant, at 3 P.M.  
 For Shanghai—Per *Whampoa*, to-morrow, the 16th instant, at 4 P.M.  
 For Swatow, Amoy and Foochow—Per *Thales*, to-morrow, the 16th instant, at 5 P.M.  
 For Canton—Per *Hankow*, to-morrow, the 16th instant, at 5 P.M.  
 For Nagasaki, Kobe and Yokohama—Per *Kasuga Maru*, on Friday, the 17th instant, at 11 A.M.  
 For Shanghai—Per *Kwangse*, on Friday, the 17th instant, at 4 P.M.  
 For Shanghai—Per *Kashing*, on Friday, the 17th instant, at 4 P.M.  
 For Manila, Port Darwin, Thursday Island, Melbourne, Townsville, Brisbane, Sydney and Cooberpore—Per *Chingtu*, on Friday, the 17th instant, at 4 P.M.  
 For Kobe—Per *Changsha*, on Friday, the 17th instant, at 4 P.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Saturday, the 18th instant, at 10.45 A.M.  
 For Europe, &c., India, via Tutuorin—Per *Bengal*, on Saturday, the 18th instant, at 11 A.M.  
 For Manila—Per *Singapore*, on Tuesday, the 21st instant, at 4 P.M.  
 For Singapore—Per *Pacific*, on Wednesday, the 22nd instant, at 10 A.M.  
 For Europe, &c., India, via Tutuorin—Per *Prima Heinrich*, on Wednesday, the 22nd instant, at 11 A.M.  
 For Singapore and Bombay—Per *Malacca*, on Saturday, the 25th instant, at 11 A.M.  
 For Europe, &c., India, via Tutuorin—Per *Caledonia*, on Monday, the 27th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 29th instant, at 11 A.M.

## EXCHANGE.

Hongkong, 15th January.

ON LONDON, Telegraphic Transfer.....1/10  
 " Bank Bills, on demand.....1/10 1/16  
 " Credits, 4 months' sight.....1/10 1/16  
 " Debits, 4 months' sight.....1/10 1/16  
 ON BERLIN, (demand).....M.1.281  
 ON PARIS, Bank Bills, on demand.....1/27  
 " Credits, 4 months' sight.....1/27  
 ON NEW YORK, Bank Bills, on demand.....44 1/2  
 " Credits, 30 days' sight.....45 1/2  
 ON BOMBAY, Telegraphic Transfer.....1/16  
 " On demand.....1/16  
 ON SHANGHAI, Telegraphic Transfer.....1/16  
 " Private, 30 days' sight.....1/16  
 ON YOKOHAMA, T.T. 100 to 100.....50.80  
 Gold Leaf 100 touch, per tael.....55.75  
 Bar Silver.....55.15  
 Dollars.....nom.

## RIVER STEAMERS, SCHOONERS, AND LORCHAS.

*Fatshan*, British steamer, 1,425, Lossius—Hongkong, Canton, and Macao Steamboat Co.  
*Ho-nam*, British steamer, 1,377, H. D. Jones—Hongkong, Canton, and Macao Steamboat Co.  
*Powai*, British steamer, 1,873, A. N. Patrick—Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd—Butterfield & Swire.  
*Hoi-long*, Chinese steamer, 409 tons, Captain—Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence—Tai On Steamship Co.  
*Pak Kong*, British steamer—Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R.—Chinese Owned.

## Hongkong and Macao.

*Huangshan*, British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.  
*Macao and Canton*.

*Lungshan*, British steamer, 1,41, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.  
*Kianglung*, Chinese steamer, 583, R. J. MacKenzie—China Merchant Steam Navigation Co.  
 Canton and West River.

*Nanning*, British steamer, R. D. Thomas—Hongkong, Canton and Macao Steamboat Co.  
*Sainam*, British steamer, W. Dixon—Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

## Steamers.

AMARA, British steamer, 1,556, C. J. Matlock, 13th Jan.—Bangkok and Ang Hin 4th Jan. Rice—Jardine, Matheson & Co.  
 BAKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 9th Jan. Ballast—Order.  
 BYGDO, Norwegian steamer, 771, Th. Carlsen, 12th Jan.—Mauritius 10th Dec. and Singapore 3rd Jan. Sugar—Sander, Wieler & Co.  
 CAM, British steamer, 1,930, B. R. Claydon, 13th Jan.—Cardiff 23rd Nov., Peten-Juel—Admiralty.  
 CARL DIEDERICHSEN, German steamer, 774, H. Bendixen, 12th Jan.—Haiphong 8th Jan. and Hoihow 11th. General—Jebson & Co.  
 CHIHAI, British steamer, 2,000, Newcomb, 13th Jan.—Canton 13th Jan. General—Butterfield & Swire.  
 CHINGTU, British steamer, 2,060, J. Williams, 26th Dec.—Sydney, N.S.W. 30th Nov. General—Butterfield & Swire.  
 C. FERD. LAEISE, German steamer, 3,799, H. Fuchs, 14th Jan.—Hamburg and Singapore 7th Jan. General—Siemens & Co.  
 DEWAGHSE, German steamer, 1,057, H. Harges, 8th Jan.—Bangkok 28th Dec. Rice—Butterfield & Swire.  
 DEVONSHIRE, British steamer, 2,363, A. Coull, Jan.—Mojoi 5th Jan. Coal—Butterfield & Swire.  
 FORMOSA, British steamer, 674, A. E. Hodgins, 11th Jan.—Fuzhou 8th Jan. Amoy 9th Jan. and Swatow 10th. General—Douglas, Laing & Co.  
 GLENDALE, British steamer, 3,750, W. Frakes, 9th Jan.—Shanghai 4th Jan. General—Butterfield & Swire.

## HAICHING, British steamer, 1,472, W. G. Davis, 12th Jan.—Swatow 11th Jan. General—Douglas, Laing &amp; Co.

HANOI, French steamer, 742, P. Merlees, 13th Jan.—Haiphong 9th Jan. and Hoihow 12th. Rice—A. R. Marty.

HEIM, Norwegian steamer, 758, A. Ercksen, 12th Jan.—Mojoi 5th Jan. Coal—Sander, Wieler & Co.

HEINRICH MENZEL, German steamer, 989, P. Dells, 24th Dec.—Canton 23rd Dec. General—E. A. Trading Co.

HOLSTEIN, German steamer, 985, M. Inland, 13th Jan.—Manila 8th Jan. Rice—flour—Jebson & Co.

HUNAN, British steamer, 1,158, Fradier, 8th Jan.—Canton 7th Jan. General—C. M. S. N. Co.

INDEPENDENT, German steamer, 871, A. Hantz, 14th Jan.—Canton 13th Jan. General—Sander, Wieler & Co.

INDRAPURA, British steamer, 3,751, A. E. Hollingsworth, 13th Jan.—Poland, Or. 6th Dec. General—Allen Cameron.

KASUGA MARU, Japanese steamer, 2,368, H. Fraser, 14th Jan.—Melbourne 18th Dec. and Sydney 26th. General—Nippon Yusen Kaisha.

KWANGSE, British steamer, 1,240, A. Harris, 9th Jan.—Canton 8th Jan. General—Butterfield & Swire.

MARA KOLB, German steamer, 1,950, G. Kraelt, 13th Jan.—Mojoi 7th Jan. Coal—Mitsui Bussan Kaisha.

MARIA VALERIE, Austrian steamer, 2,548, C. Heller, 14th Jan.—Kobe 7th Jan. General—Sander, Wieler & Co.

MARIE JENSEN, German steamer, 1,771, P. Hemmel, 19th Dec.—Bangkok 1st Dec. Rice—Kong Fat.

NESS, British steamer, 1,061, W. Peart, 11th Jan.—Mojoi 6th Jan. Coal—Mitsui Bussan Kaisha.

NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 9th Jan.—San Francisco 11th Dec. Honolulu 18th, Yokohama 1st Jan. Kobe 2nd, Nagasaki 4th, and Shanghai 7th. Mails and General—P. & O. S. N. Co.

OSLO, Norwegian steamer, 770, O. Mathiesen, 9th Jan.—Sourabaya and Singapore 29th Dec. General—Sander, Wieler & Co.

PENARTH, British transport, 1,959, W. H. West, 7th Jan.—Wellington 6th Dec. Coal—Admiralty.

PETRAKCH, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec. Sugar—Sander, Wieler & Co.

PIRA CHOM KLAO, German steamer, 1,011, G. Schulzen, 14th Jan.—Bangkok 6th Jan. Rice and Wood—Butterfield & Swire.

RAJABURI, German steamer, 1,189, A. Ahlborn, 13th Jan.—Bangkok 2nd Jan. and Hoihow 17th. Rice, General and Teakwood—Butterfield & Swire.

ROCKLIGHT, British steamer, 2,133, Welch, 14th Jan.—Pulo Papan 20th Dec. and Manila 8th Jan. Kerosine—Arnold, Karberg & Co.

SALAMANCA, British steamer, 883, J. H. Anderson, 16th Dec.—Mojoi 6th Dec. Coal—Breyer & Co.

SATURN, American transport, 1,617, Frank E. Foso, 14th Nov.—Shanghai 11th Nov.

SIFANSI, British steamer, 1,240, J. Carnaghan, 11th Jan.—Canton 10th Jan. General—Butterfield & Swire.

## Sailing Vessels.

DIRIGO, American ship, 2,845, Geo. W. Goodwin, 6th Dec.—New York 30th June, Kerosine Oil—Master.

FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec.—Fremantle—W.A. 15th Sept. Sandalwood—Order.

HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct. General—Master.

MOBILE BAY, British bark, 1,117, James A. Boyu, 12th Dec.—Hongay 17th Nov. Coals—Jardine, Matheson & Co.

NOLA, Norwegian bark, 649, Cardain, 3rd Jan.—Fremantle, Wash. and Australia 21st Oct. Sandalwood—Order.

VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.—Reims 18th Nov. Timber—Sander, Wieler & Co.

WEST YORK, British bark, 706, W. S. Forster, 20th Dec.—Callao 10th Oct. Ballast—E. A. Trading Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, January 15th, 1902.

*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Hongkong.

*Albion*, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.

*Amphitrite*, 1st-class cruiser, 12,950 tons, Capt. Wm. Stokes Rees, C.B., Hongkong.

*Archon*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Shanghai.

*Argonaut*, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.

*Astraea*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Hongkong.

*Blenheim*, 1st-class cruiser, 9,000 tons, 12,600 i.h.p., 14 guns, Capt. F. H. Henderson, C.M.G., Hongkong.

*Bramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.

*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 2,000 i.h.p., Commander E. H. Martin, Singapore.

*Britannia*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.

*Cressy*, 1st-class cruiser, 12,000 tons, Capt. Tudor, Mirs Bay.

*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.

*Edith*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.

*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.

*Ethel*, coast defence gunboat, 363 tons, 3 guns, 500 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.

*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, p.s.o.

*Firbrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Betsy Pownall, Hongkong.

*Glory*, 1st-class flag ship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, Hongkong.

*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.

*Hark*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.

*Hammer*, storeship, 1,600 tons, 800 i.h.p., Comdr. H. J. Davidson, Hongkong.

*Janus*, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 i.h.p., in reserve.

*Orion*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, Amoy.

*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.

*Otter*, torpedo-boat destroyer, 350 tons, 6 guns, 6,000 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.

*Phaenir*, sloop, 1,000 tons, 6 guns, 1,400 i.h.p., Comdr. v. H. Nicholson, Hankow.

*Pigmy*, 1st-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

*Pique*, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.

*Plaver*, 1st-class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, Canton.

*Ramirez*, surveying ship, 583 tons, 550 i.h.p., Capt. Morris H. Smyth, Hongkong.

*Redoubt*, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Hongkong.

*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River.

*Rosario*, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.

*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.

*Snipe*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.

*Swift*, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.

*Talbot*, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

*Tamir*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

*Terrible*, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

*Tweed*, coast defence gunboat, 363 tons, 3 guns, 500 i.h.p., in Reserve Hongkong.

*Waterwitch*, surveying ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.

*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.

*Wivern*, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.

*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang.

*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 970 tons, Captain Heinrich, en route Singapore.

*Holland*, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.

*Leopard*, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.

*Piet Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,766 i.h.p., Capt. Jan van Taka, Taku.

*Zaire*, Portuguese gunboat, 530 tons, Captain Mello, Macao.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## The Russian Squadron.

*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 3,000 i.h.p., Capt. Vsevolodsky, at Tientsin.

*Aleut*, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkskiy, at Nagasaki.

*Dobry*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,550 h.p., Captain Dobrovolsky, at Taku.

*Dimitri Donskoy*, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Hongkong.

*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.

*Gremiatshy*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalovsky, at Shanghai.

*Koreityn*, Russian cruiser, 1,200 tons, 9 guns, 2,350 h.p., Capt. Sliaman, at Taku.

*Mandchury*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.

*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

*Nayadnits*, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

*Obovany*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.

*Petrovskiy*, Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.

*Poltava*, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

*Rovny*, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

*Rurik*, Russian flag ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 12,500 h.p., Capt. Haupt, at Port Arthur.

*Sevastopol*, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melusky, at Nagasaki.

*Silatch*, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.

*Sisoi Veliky*, Russian battleship, 8,800 tons, 14 guns, 8,500 h.p., Capt. Tarassoff, at Manila.

*Stovtch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

*Sugabore*, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Hongkong.

*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

*Vladik*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliy, at Taku.

*Zablaka*, Russian cruiser, 1,250 tons, 20 guns, 2,000 h.p., Capt. Pakruiff, at Nagasaki.

## (1st and 2nd class.)